### THE NEXT HOUSE.

Its Political Complexion Close and Doubt-ful - A Narrow Margin.

Below will be found a list of members of the next House of Representatives as near as the result can now be ascertained. Several districts are in dispute and several fouttful, and therefore the fact can not be letermined as to which party will accure the organization until the certificates of election have all been issued:

ALADAMA.

1. H. H. Clarier, D.

2. James E. Cubb, D.

2. H. A. Hernert, D.

3. William U. Gates, D. T. Wm, H. Ferney, D. 4. Lowis W. Turpin, D. S. Joseph Whosler, D.

I. W. H. Cate, D. A. L. W. H. Cate, D. 4. John H. Rogers, D. C. H. Breckmridge D. 5. Baumet W. Peci, D. S. Thos. C. McRue, D.

CALIFORNIA. J. J. Dublaven, R. 4. W. W. Morrow, R.
 Marion Diggs, D. 5. Thes. J. Clunic, D. E. Joseph McKenm. R. 6. Wm. Vandever, R.

1. Hosen Townsond, H. L. W. E. Stmernia, R. & Chua, A. Russell, R. E. W. F. Wilson, D. & Fred Miller, R.

1. J. D. Pennington, D.

1. H.H.M.Davidson, D. S. Hobert Bullock, D. GROBGIA.

1 Rufus D. Lester, D. 6 Jus. H. Blount, D.

2 Recey G. Turner, D. 7. J. C. Clements, D.

3 Chua F. Crise, D. 6 H. H. Cariten, D.

4 Thos. W. Grimes, D. 9. A. D. Candler, D.

5 Juliu D. Stewart, D.10. Geo. F. Barous, D.

SEASTON. 1. Abner Taylor, R. 11. W. Gest, R. 2. Frank Lawier, D. 11. Scott Wike, D. W. E. Muson, R. Goo, H. Adams, R. 10. W. M. Springer, D. 1s. J. H. Rowell, R. Goo, M. Adams, R. A. J. Hookins, R. 15. J. G. Cannon, R. Robert E. Bitt, R. 16. G. W. Pithian D. T. J. Henderson, R. 17. Edward Lane, D.

Charles A. Hill, R. 18, W. S. Forman, D. L. E. Payson, R. 10, R. W. Townshend, D. 10. P. S. Post, R. to G. W. Smith, R. 1. John H. Gear, R. T. E. R. Conger, R. 2 W. I. Hayes, D. S. James P. Flick, R. 5 D. B. Honderson, R. B. J. R. Reed, R.

 J. H. Sweeny, R.
 Daniel Kerr. R.
 Daniel Kerr. R.
 L. S. Siruble, R. C. John F. Lacy, R. 1. Wm. F. Parrett, D. S. E. V. Broobshire, D. 2. John H. O'Neal, D. S. Jos, B. Cheadle, H. 3. Juson B. Brown, D. 10. Wm. D. Owen, R.

 W.S. S. Houman, D. H. A. N. Martin, D.
 Geo, W. Cooper, D. M. C. A. O. M'Giellan, D.
 T. M. Growne, R.
 B. F. Shively, D. 7. Wm. D. Hyrum, D. KANSAS, 1. E. N. Morrill, R. E. N. Morrill, R. S. J. A. Anderson, R. E. H. Funston, R. 6, E. J. Turner, R. B. W. Pertins, R. 7, S. R. Poters, R.

4. Thomas Ryan, R KENTUCKY.

1. Wm. J. Stone, D. 7. Wm. C. P. Breckin. 2 Non T Ellis, B. ridge, D.
3 J. H. Goodnight, D. S. J. H. McCreery, D.
4 A. H. Montgomery, D. 9, T. H. Paynter, D.
5 Asher G. Caruth, D. 10, Geo, H. Wilson, R.

6. John G. Cariisle, D. H. H. P. Finley, R. LOUBIANA. 1. T. S. Wilkinson, D. t. N. C. Hian hard, D. 2. H. D. Celomar, R. S. Chas, Houtner, D. 3. Edward J. Gray, D. f. S. M. Robertson, D.

MAINE.

1 Thomas B Bood, H & Soth L. Million, R

2 N. Dingley, Jr., B. 4 C. A. Boutelle, R.

MARYLAND.

1. Chas H. Gibsen, D. 4. H. Stockbridge, R.

2. Herman Stump, D. 5. Harnes Compton, D.

3. Harry W. Rusk, D. 6. L. E. McComas, R.

MASSACHUSETTS. 1. Chas. S. Randall, R. T. Wm, Coggswell R.
2. Elitab A. Morse, R. S. F. T. Greenhalge, R.
3. John F. Andrew, D. S. J. W. Chandler, D.
4. Jos. H. O'Neill, D.
5. Nat P. Banks, R.
6. Henry C. Looge, R

MICHIGAN. 1 John L. Chipman, D. J. R. Whiting, D. Edward P. Allen, R. S. A. T. Bliss, R. Jas, O'Donnell, R. B. B. M. Cutcheon, R. J. C. Burrows, R. 1. F. H. Wheeler, R. C. Burrows, R. C. E. Belknap, R. H. S.M. Stephenson, R.

ALLN WESCHA. Murk H. Donnell, R. 4. S. P. Snyder, R.
 John Lind, R. 5. Soi G. Comstock, R. L Darius S. Hall, R.

1. John M. Allen, D. 5, C. L. Anderson, D. 2, J. B. Norgan, D. 6, T. R. Stockdale, D. & T. C. Catenings, D. 7 Chas, E. Hooker, D. 4. Clark Lewis, D. MISSOURI

1. Wm. H. Hatch, D. Wm. H. Hatch, D. 8, F.G. Niedringhaus, R. Chas, H. Mansur, D. 9, N. Frank, R. S. A. M. Dockery, D. 10, W. M. Kinsey, R. J. M. Burney, D. H. R. P. Bland, D. John C. Tarsney, D. R. Wm. J. Stone, D. John T. Heard, D.
 R. H. Wade, R.
 R. H. Norton, D.
 J. P. Walker, D.

1. W. J. Connell, R. J. G. W. E. Dorney, R. 2 James Laird, R.

1 H. F. Bartine, R.

NEW HAMPSHIRE, 1. Alongo Nute, R. 2 Orren 2 Orren C. Moore, R. NEW JEHSEY.

1. Chris A. Bergen, R. 5, C. D. Beekwith, R. 2. James Buchanan, R. 6, H. Lehlbach, R. J.A. Gessenhainer, D. 7. Wm. McAdoo, D.
 Samuel Fowler, D.

NORTH CAROLINA. 1, Thos. E. Skinner, D. 6. Alfred Rowland, D. 2, F. Simons, D. 7, J. S. Henderson, D. 2 P. Simons, D. 7. J. S. Hendersen, D. 3 C.W. McChammy, D. 8 W. H. H. Cowles, D. B H. Bunn, D. 9. Doubtful.

5. J. M. Bower, R. NEW YORK 1. J. W. Covet. D. J. W. Covet. D. 18. J. A. Quackenbush, R. Felix Campbell. D. 19. Charles Tracy, D. Wm. C. Wallace, R. 30, John Sanford, R. John M. Clancy, D. 2l. John H. Moffitt, R. T. F. Magner, D. 2l. F. Lansing, R. 6 F. T. Pinzgerald, D. 23. Jas. S. Sherman, R. 7. E. J. Dumphy, D. 21. David Wilber, R. J. H. McCarthy, D. 25, J. J. Belden, R.

vs. Milton De Lano. R. 27. N. W. Nutting, R. F. B. Spinola, D. 28. Thos. S. Flood, R. 29. John Raines, R. John Quinn, D. R. P. Flower, D. 20. Chas. S. Baker, R. A. P. Fitch, D. G Stablnecker, D.31. John G. Sawyer, 15. M. D. Stivers, R. 32. J. W. Farquhar, R. J. H. Ketcham, R. 33. J. M. Wiley, D.
 Chas. J. Knapp, R. 30. Wm. G. Laidlaw, R.

OHIO.

1 B. Butterworth, R. 12 Jacob J. Pugsley, R. J. A. Caldwell, R. 13. J. H. Outhwalte, D.
 E. S. Williams, R. 14. C. P. Wickham, R. B. S. Yoder, D. 15. C. H. Grosvenor, R. J. E. Seney, D. M. M. Boothman, R. 17, J. D. Taylor, R. H. L. Morey, R. 18, W. McKinley, Jr., R. R. P. Kennedy, R. 19, E. B. Taylor, R. W. C. Cooper, R. 20. M. L. Smyser, R. 10. W. F. Haynes, D. 21. T. E. Burton, R.

11. A. C. Thompson, R. 1. Hinger Hermann, R

PENNSYI VANIA. 1. H. H. Birgham, R. 15. M. B. Wright, R. 2. Charles O'Neill, R. 16. H. C. McCormick, R. S. J. Raudall, D. 17. C. R. Buckalew, D. Wm. D. Keiley, R. 1. L. E. Atkinson, R. A. C. Flarmer, R. 10, Levi Maich, D. S. Durlington, R. 20. Edward Scuil, R. R. M. Yardly, R. 21. S. A. Craig, R. Wun Mutchler, D. 22. John Daizell, R. 20. Edward Scull, R.

Q. D. B. Brunner, D. 33. T. M. Bayne, R.

D. M. Brestas, R. 11. J. A. Scratton, R. 96. J. W. Hay, R. 25. C. C. Townsend, R. 26. W. C. Culbertson, B IE E. S. Osborn, St. 88. J. B. Reilly, D. 14. John W. Hife, H. L. F. Welson, E. fit James A. Rerr, IA R. E. W. O. Arneld, R. 1. H. J. Sporner, R.

SOUTH CANOLINA

1. Susmood Distine, D. S. John J. Hemphill, D. S. George D. Trilman, D. S. Geo. W. Dorgan, D. S. Jan. S. Cothran, D. T. William Elitott, D. 4. Wm. H. Perry, D. TENNETER

I. Aifred A. Taylor, E. 6. J.R. Washington, D. L. C. Hank, R.
 W.C. Whitshorne, D.
 Creed F. Hales, D.
 Benj A. Enlo, D.
 Honton McMillin, D. 2, Rice A. Pierce, D. 5. J. D. Rick-roson, D. 10. James Phelan, D. 1. Charles Stewart, D. 7. Wm. H. Crain, D. 2. Wes, H. Martin, D. 8. L. W. Meore, D. 5. C. H. Küzere, D. 9. Boger Q. Mills, D.

4. D. H. Calberson, D. 10, Jon. D. Sawyer, D. 5. Stins Hare, D. H. S. W.T.Lanham, D. 5. Stins Hare, D. E. Jo Abnot, D. VERMOST 1. John W. Stewart, R. z. Wm. W. Grout, R.

VINGISIA. 1. T. H. B. Brown, R. S. Paul C. Edmonds, D.
2. Geo. E. Howden, R. S. C. T. O'Ferrall, D.
3. George D. Wiss, D. s. Wm. H. P. Lee, D.
4. Edw. C. Venable, D. S. J. A. Buchanan, D.
5. F. G. Loster, D. 10. P. St. G. Tucker, D. WEST VINGINIA. 1. Doubtful. S. John D. Alderson D. E. Wm. L. Wilson, D. 4. Junes M. Jackson, D.

WINCONST Lucien B. Caswell, R. 5, Charles B. Clark, R. Cliacies Barwig, D. 7. O. H. Thomas, R.
 R. M. Lafuliette, R. 8. Nils P. Haugen, R.
 L. W. Van Schatck, R. 9. Myron H. McCord, R.

5. Geo. H. Brichner, D.			
BECAPITELA			
States.	Zhow.	Ecp.	Innibt.
Alabams		2000	77747
Arleansas	5	180000-0-	264
California	2	4	2111
Colorado	777.0	1	4811
Connecticut.	1	8	9440
Delaware	1.	4111	244.5
Florida.		-114	10.00
Georgia	30:	APRE	10000
Dimois	7	38	4000
Indiam	10	- 5	4444
Iowa	1	20	764000
Kansas	Laborator .	7	16600
Kentacky	9	- 2	74373.0
Lemistana	6	1	19959
Mulne	100	4	Gene
Muryland.	14	- 2	****
Massachusetta		30	****
Michigan	2		****
Mitmesota	1000		4414
Mississippi	7	1000	****
Missouri	10	4	Great.
Nebraska	2420		140000
Nevada	27.27	- 3	
New Hampshire	2.17	- 6	1000
New Jersey	2000	- 2	
New York	15	19	19984
North Carolina	200	100	1777
Ohio.	- 1	- 26	
		1	44=1
Oregon	1000	- 21	9.404
Thomas Island	14.	91	10.00
Rhode Island	****	100	****
South Carolina			40000
Tennessee		120	(90000)
Texas	21	X 7 7 2	34,000
Vermont	2002	- 4	19.95%
Virginia	75	- 2	18885
West Virginia	- 0	7115	. 1
Wisconsin	7,	- 7	****
Totals	162	161	
THE RESERVE AND ADDRESS OF THE PARTY OF THE PARTY.	1000	4114	

### ---AN ATLANTIC STORM.

Elizzard on the New England Coast-Several Vessels Wrecked-The Storm Extends Westward.

Total number of members 325.

BOSTON, Nov. 26,-A flerce northeasterly gale has raged since Saturday night. Snow fell yesterday, changing to sleet last evening. About six inches of snow has fallen in Eastern Massachusetts and is drifting badly. Shipping in the barbors has suffered considerably. Wires are down in all directions. A gale and heavy snow is reported at Brattleboro, Vt., and in New Hampshire. The storm at Salem is the worst for years, and the wires are so much mixed up that the electric light has been shut off to prevent danger of accidents. The sloop yacht, Narragansett and an unknown schooner are ashore near

In Springfield snow fell to the depth of five inches, followed by hail, and is so solidly packed as to impede traffic. Wires are down and communication nearly suspended. Passenger trains are from one to three hours late and freight trains have

been taken off. At Gloucester the storm was the heaviest since the blizzard last March. It is reported that two unknown schooners have been dashed on Norman's Woe and that only one of the men aboard has thus far been rescued. The conster Medford was wrecked in the harbor by the brig Alice being driven into her.

At Butland, Vt., the fall of snow has been seven inches.

Much damage has been done on the north shore. The Boston, Revere Beach & Lynn railroad was badly washed out midway between the Narrow Gap Hotel and the Point of Pines, stopping through traffic. At Crescent Beach several cottages have been undermined and some of the hotels threatened. The Winthrop shores have felt the force of the storm, and a number of buildings between Point Shirley and Winthrop Highlands have been demolished. A washout on the Winthrop and Shore roads prevents the running of trains. The storm is the worst ever known on this part of the north shore and danger is feared from the incoming

tide. At New Haven, Conn., the wind reached fifty-one mlies an hour-the highest ever recorded there-and several inches of snow fell. Travel on the Shore line is stopped by the breaking of the drawbridge at Lyme. Many vessels have

put in at that port for shelter. THE STORM AT NEW YORK. New Yong. Nov 25 .- The first snow storm of the coming winter, which was raging in this city and along the seaboard of New England and the Middle States yesterday, has been of blizzard vigor. As night came on sleet and hall followed the snow and the ice particles, like sharpened points, rendered street pedestrianism impossible without suffering. In the harbor and lower bay ships dragged their auchors under the force of the fierce tempest, one ship having nearly collided with the fever plagued ship Boston while drifting out to sea. She and others that had been torn from archorage were towed to safety by tugs. A pilot boat was unable to hold to anchorage and sought a pier. Off Staten Island, near Sailors' Snug Harbor, a canal boat leaded with coal was sunk and a brick laden schooner went to pieces, her crew escaping. In this city the mercury stood at 28 degrees at midnight.

## THE EASTERN STORM.

Verrible Experience of Seamen During the Late Storm on the Atlantic Coast-Bravery of a Life-Saving Crew.

Boston, Nov. Et .- The terrible effects of Sunday night's storm are everywhere manifest along the coast. Although the loss of life already reported is large, it would have been still greater but for the brave efforts of Captain Joshua James and his volunteer life-saving crew of Hull, who are credited with saving twenty-right persons from variously disabled vessels. Sunday a large three-master went broadside on the beach at Hull. Captain James and his men rushed for the Hunt gun, breeches buoy and lifeboat of the Massachusetts Humane Society at Stony Beach, and after strenuous efforts succeeded in bringing ashore the crew of nine men from the schooner, which proved to be Cox & Green from Philadelphia for Chelsea with coal. The vessel is now fast

Another vessel was discovered on the rocks about an eighth of a mile further up the beach, but farther from the shore than the other. Hurriedly rushing their apparatus to the most available location they found the distance was too great to allow the use of the breeches buoy and the surf boat was quickly manned. The waves were tremendous and it was only after a hard and persistent struggle that the vessel was reached. The boat was at last brought under the vessel's bow and the crew of eight men swung themselves into it. The return to the shore was a perilona trip, the boat filling several times, but it was finally thrown on the beach among the rocks by a huge wave and entirely smashed. Fortunately the water was

shallow and the occupants waded ashore. The volunteer life savers continued their patrol of the beach and at daybreak sighted a third vessel ashore about a half mile northeast of the Abbott. She could not be reached by the breeches buoy, and as their surf boat had been demolished, the tireless men started for the Strawberry Hill station, four miles away and returned with the humane society's boat. This withstood the huge breakers and landed the crew of seven men. This schooner was the three master Bertha F. Walker, from Philadelphia for Boston, also coal laden. The crew were in the rigging several hours before they were rescued. Captain West-gate and Mate Thomas were swept overboard and drowned by the heavy seas. Captain Westgate belonged in Berkiey, Mass. The Walker will be a total wreck.

Not satisfied with the work already accomplished, Captain James and his band of twelve started for Atlantic Hill, seven miles down the beach, where two more vessels were reported ashore. Here they were joined by Captain James Anderson, of the humane society, and Captain George H. Brown, of the Government station at North Scituate. Their efforts were directed to the rescue of five men who could be seen clinging to the rigging of one of the vessels. The sea was running higher than ever known before at this point, and it was thought impossible to reach the wreck with the surf boat. The Hunt guns were brought into use and two lines were almost simultaneously fired across her foretop by Captains Anderson and Brown. The men in the rigging eagerly seized the line and the hawser was pulled ashore; but just as the buoy was about to be sent out the line was rendered useless. At this critical moment three young men of Cohasset named Ain lie, Autonio and Salvador manned a small dery and at great peril attempted to clear the line. In this they were unsuccessful. The surf boat was then put out on its third perilons The waves were enormous, at times lifting the boat as high as the maintop of the disabled schooner, but the brave crew never faltered and at last reached the vessel's stern. As quickly as they were within hailing distance a nearly exhausted seaman crawled out from under a furled sail on the mizzentop and came can tiously down the shrouds. Captain James threw him a line, which he fastened around his body, jumped into the sea and was rapidly drawn into the boat by strong and willing hands. A desperate attempt was then made to force the surf boat forward to the foremast, but the waves would bent it back, and for nearly an hour they struggled before they succeeded in reaching and holding their desired position. The men in the rigging were terribly exhausted, and it was a difficult undertaking for them to descend, but one after the other, four of them, got down in safety, jumped overboard, and, like the first, were drawn into the boat. It was then discovered that the fifth sailor in therigging was a corpse, and his body was left in its icy resting place.

# COLLISION IN COLORADO.

Patal Railroad Collision on the Denver & Rio Grande.

DENVER, Col., Nov. 27 .- A fatal accident occurred on the Denver & Rio Grande track at a little station named Husted, fifteen miles north of Colorado Springs, yesterday morning, by which two men were killed and several fatally injured. The Rock Island uses the track of the Rio Grande from Colorado Springs to Denver. The Sait Lake express on the Rio Grande pulled out of Palmer's Lake eight minutes late, and was thundering down the "divide" thirty miles an hour. One mile south of Husted the track makes a sharp curve, on turning which the engineer was horrified to see a rapidly approaching Rock Island express. The engineers and firemen of both trains jumped, and a moment after the engines came to-gether, telescoping the cars of both trains, and rendering them a mass of broken timbers and iron, upsetting a stove in the Rio Grande baggage car, which set fire to the train, and before it could be extinguished three cars were consumed, but, fortunately, no one was imprisoned in them. On investigation, it was found that two train men were killed, W. H. Phillips, express messenger, and J. H. Flynn, bag-gage master, both of the Rock Island. The wounded are: Martin Munroe, engineer of the Rio Grande, a slight fracture of the skull and badly burt internally, will probably die; Joseph Berry, engineer of the Rock Island, head cut and badly bruised; Henry Smith, fireman, badly scalded and cut. The fireman of the Rio Grande train received fatal injuries. Several others were more or less injured, but not seriously. The responsibility, it is claimed, rests with the train dispatcher.

# REVENUE REPORT.

Report of the Commissioner of Internal Revenue-Increase of Beccipts-Estimate of Expenses.

WASHINGTON, Nov. 26.-Hon. Joseph S. Millet. Commissioner of Internal Kevenne, has made an elaborate report to the Secretary of the Treasury of operations of that service due tog the fiscal year ended June 30 last. The to tal receipts were \$124,535,435—an increase of \$0.450.174 over those of any year since 1853, when they apprecated \$145.505,540. The receipts were also \$4.505.475 more than the estimates. The estimated receipts for the current fisqual year are \$125,000,000 provided no changes are made in the existing rates of taxa-tion. The withdrawals for consumption during the year were as follows: Spirits distilled from apples, peaches and grapes 886, 107 gallons; other spirits. 70.670, follows: 879 gallons: formented it quees. 14,580,719 har-rels; curars. 5,548 7c6,650; eigarettes. 1,883,786,-180; snuff. 743,650 pounds; tobacco, chewing and smoking, 307,855,618 pounds; olcomargarine, 81,667,756 pounds. This shows a large increase as compared with the previous year. The cost of collection of internal taxes was \$3.979,383— less than 3.2 per cent of the amount collected. The cost of collection for the previous year was All per cent of the amount cellected. Seven hundred and eighty-one persons have been as rested for revenue violations; property to the value of \$131,744.35 has been reported for setzure, and \$71,618,14 for assessments for unpaid taxes and penalties, and 518 illicit stills were seized, resulting in the death of one officer and the wounding of another,

Tobacco and its manufactures yielded 800, 662,431 revenue, against \$50,108,867 the preco-Ing year: spirits \$60,309,566, against \$65,829,321 in 1867, and fermented liquors \$25,574,218 year, against \$21,922,187 the year before. revenue from electmargarine during the past year amounted to 860.664.130, and for the eight months in 1886 and 1887 when the tax was first placed it aggregated '721,935. The production of totsacco, snuff, cigars and cigarettes during the year as compared with the provious year is stated as follows: Tobucco, pounds, 291,906,966; snuff, pounds, 748,609; total tobucco and snuff, 109,362,362—increase over last fiscal year, 2,861,-001; tobacco and snuff exported, 13,564,57; total production for fiscal year 1887, 220,028,454; total production for fiscal year 1888, 222,866,9:9; total increase over fiscal year 1887, 2,638,335. Cigars number, 5,814,725,650; eigarettes, number, 1,802,725,100; total taxed, 5,707,451,751; increase over last fiscal year, 804,642,107. Cigars, exported 143,625; cicarettes, exported, 180,7-9-800 total product for fiscal year 1837, 5,514,640,060; in crease, 700.368.300

The number of distilleries registered during the year was 5,994, and the number operates 3.646, and the number of gram distilleres reg istered was 1,30%, of which 1,020 were operated an increase over the previous year of 140 in the number registered and of sixty in the number operated. There were 2.584 fruit distilleries registered and 2.857 operated, a decrease of 1,5 2 of the number registered and 1,319 in the number operated.

The quantity of spirits (70,279,406 gallons) pro duced and deposited in distillery warehouse during the year is less than the production (77, 831,500 gallons) of the year 1887 by 7,532, 1931 gallons. There was an increase amounting to 4,877,860 gallons in the production of alcohol rum, gin, pure, neu-tral or cologne spirits and miscellaneous and a decrease amounting to 12.378,866 gallons in the production of bourbon whisky, rye whisky and highwines. The quantity of spirits (70,741,811 gallons) withdrawn, tax paid, from distillery warehouses during the year is more than the quantity (66,183,363 gallons) withdrawn from distillery warehouses during the year 1887 by 4,555,508 gullons. If the quantity (2,525,792 gallons), as stated by the chief of the bureau of statistics, of exported domestic spirits re ported during the year upon payment of a cus toms duty equal to the internal revenue tax be added, the quantity virtually withdrawn from distillery warehouses during the year is found to be 76 177,603 gallens, or 4,777,655 more than during the year 18-7, including the 2,216,645 gallons reimported and tax paid during that year There was a not decrease of 700.708 gallens in the quantity of spirits withdrawn for export as compared with the previous year.

The aggregate amount of taxes collected from during the year was \$10.643,431. amount includes internal revenue taxes paid by stamps on imported manufactured tobacco, soulf, eigars and eigarettes, and is an increase of \$534,384 over the collections from this source for the previous year. The export account shows a degrease in manufactured co of 924,700 paunds, a decrease in the number of curars exported of 462,425, and an increase in the number of cigarettes exported of 40,834,500. The number of cigars imported during the fiscal year ended June 30, 1888, was 84,763,780. The value of the manufactured tobacco imported

The Commissioner devotes considerable space in his report to the subject of oleomargarine and includes reports by the analytical chemist and the microscopist, copies of laws relating to oleomargarine now in force in European coun tries and copies of letters and reports as to countries having no special laws on the subject of oleomargarine, but having general laws re-lating to food adulteration. The quantity of oleomargarine produced from November 1, 1886. the day on which the law took effect, to June 30, 1888, was 56,020,154 pounds; lost or destroyed, 60,709 pounds; remaining in factory June 30 last, 315,300 pounds. There were 1,575,293 pounds of elecmargarine in the United States June 80 last, of which \$15,900 pounds were in the hands of the manufacturers, 209,393 pounds in the hands of the wholesale dealers and 1,000,-000 pounds (estimated) in the hands of the retail dealers.

The estimated expenses of the internal reve nue service for the fiscal year ending June 30 1890, including salaries and expenses of officers and employes, stamps, paper, the detection of violations of law, etc., aggregate \$4.135.280. This also includes an estimate of \$10,000 for enforcing the act to prevent the manufacture and sale of adulterated food in the District of Columbia.

# THE UNCERTAIN HOUSE.

The Republicans Appear to Have a Bare Majority at Present.

WASHINGTON, Nov. 27 .- Senators and members are arriving daily and by the end of the week a full attendance is expected of members of both branches, some of whom have been absent from the city since August, when the House was finally reduced to less than a quorum and the Senate was left in hardly a better condition. Congressman Benton McMillin, of Tennessee, arrived last night and reoccupied his old quarters at the Riggs. He was besieged by a host of newspaper men but declined to be interviewed at this juncture.

No change has occurred to determine the certainty or uncertainty of the political preponderancy of the Fifty-first House, and both Democrats and Republicans claim a majority which nothing but the official canvasses and certificates of the Governors of the various States can settle. The opinion seems to obtain, however that on the face of the returns the Republicans have a bare majority, but this may be changed in favor of the Democrats by the official count.

## FARM AND HOUSEHOLD.

-Leaves and dead branches return to the soil the same substance the trees take away.

-Outs make the best grain food for young stock, and especially for calves and colts. If ground and fed with turnips (cooked) the young stock will thrive on such diet and grow rapidly.

-Linssed and oll cake are too rich to be used as food alone. They are supplementary foods; i. e., they can be added to poor fodder to obtain a sufficient, wholesome ration; or they can be added to a maintenance ration to obtain a richer ration.

-The men who raise prize stock could not do so if they turned their animals out on the fields. They win their honors by giving attention to the breeding of the stock, the quality of the food and the warmth of the quarters. It pays them to do this.

-There are very few farms in the country, East or West, that have ever been made to produce over fifty per cent. of their capacity, and very few farmers capable of making even one hundred acres do more than this. A vast majority of those who own more would be benefited by selling the surplus and using the proceeds as a capital to improve the remaining acros and by purchasing better stock.

-Few farm crops are more expensive to harvest than corn. No system of husking has yet been devised to obviate the need of taking each stalk separately in the hand. When this is done by an active husker little more remains. The machine husker thus becomes only an advantage for the inexpert. A wooden finger, bound with leather to the hand, is really a saving in tearing off the husks from the ear.

-Slices of stale bread are delicious spread with butter and browned in a quick oven, with a thin slice of cheese laid on each, and put back in the oven long enough to melt the cheese. They are nice also dipped in a batter made of one egg, one cup of milk, one cup of flour and one-half teaspoonful of sait; fried in hot butter or dripping until a light brown, and used as a breakfast or tea dish, or eaten with molasses or sugar as dessert.

-Mush Griddle-Cakes.-To one pint of warm corn-meal mush add, gradually, one pint of cold milk, beating all the time. With one pint of flour mix two tenspoonfuls of baking-powder and one tenspoonful of salt. Sift this mixture into the bowl containing the mush and milk, and, when the batter is smooth, add two well-beaten eggs. Fry in small cakes on a griddle. The mush may be made of either white or yellow corn-meal. - Good Housekeeping.

# COUNTRY HOMES.

A Contrast in Rural Pamily Life That Is Noticeable Everywhere.

It has been my privilege to visit a great many rural homes. In some it seems no wonder that children grow up tired of the humdrum; for from morning till night the same routine prevailed day after day. They must do this and do that, and if a little tardy there was scolding, and when they did as directed there was never so much as a "thank you." Often I grieved for many a boy and girl just nearing manhood or womanhood. knowing that their hearts and minds were starved. See them come into the setting-room at evening-time, after the day's work on the farm, or in the kitchen, and see them sit down sc weary and spiritless, with nothing to interest them-no nice books or papers; no innocent games to quicken thought; no confidential talk with father or mother, perchance about some farm product which was to be raised or sold; no bright rooms to make home attractive. It was work, work, with no thought beyond "saving money"; the parents seemed to care only for what the children could help them "make"; and no part of the proceeds, however small, was given to the children, to encourage them to work, er to buy something which would gladden their lives. Other homes were almost ideal.

Bright rooms; books and papers; intelligent conversation; a general air of refinement; loving words between parents and children; perfect trust of the entire family. For each act, however trivial, the kind "thank you" was given, and a request was accompanied with an "if you please." No harsh words, hardening the temper of the young; and the day's toll was pleasure because the labor was appreciated. The heads of such families are rewarded by their children's love for them and of home, and there will be no need, or desire, to go to the homes of others, or to the streets for amusement, they will prefer their own homes. Most children have taste for the beautiful; give them some thing of beauty for their own-a picture, a book, an acimal to pet, or whatever they incline so, and then witness the pleasure it will bring to them. Encourage the children in all that tends to ennoble; and in old age you can look upon sons and daughters refined, intelligent and a blessing -Alice, in N.

Y. Tribune.